

Granger	Matheson	Rush
Graves	Matsui	Ryan (OH)
Green, Al	McCarthy (CA)	Ryan (WI)
Green, Gene	McCarthy (NY)	Salazar
Grijalva	McCaul (TX)	Sali
Gutierrez	McCollum (MN)	Sánchez, Linda
Hall (NY)	McCotter	T.
Hall (TX)	McCrery	Sanchez, Loretta
Hare	McDermott	Sarbanes
Harman	McGovern	Saxton
Hastert	McHenry	Schakowsky
Hastings (FL)	McHugh	Schiff
Hastings (WA)	McIntyre	Schmidt
Hayes	McKeon	Schwartz
Heller	McMorris	Scott (GA)
Hensarling	Rodgers	Scott (VA)
Herger	McNerney	Sensenbrenner
Hereth Sandlin	McNulty	Serrano
Higgins	Meek (FL)	Sessions
Hill	Meeks (NY)	Sestak
Hinchey	Melancon	Shadegg
Hinojosa	Mica	Shays
Hirono	Michaud	Shea-Porter
Hobson	Miller (FL)	Sherman
Hodes	Miller (MI)	Shimkus
Hoekstra	Miller (NC)	Shuler
Holden	Miller, Gary	Shuster
Holt	Miller, George	Simpson
Honda	Mitchell	Sires
Hooley	Mollohan	Skelton
Hoyer	Moore (KS)	Slaughter
Hulshof	Moore (WI)	Smith (NE)
Hunter	Moran (KS)	Smith (NJ)
Inglis (SC)	Moran (VA)	Smith (TX)
Inslee	Murphy (CT)	Smith (WA)
Israel	Murphy, Patrick	Snyder
Issa	Murphy, Tim	Solis
Jackson (IL)	Murtha	Souder
Jackson-Lee	Musgrave	Space
(TX)	Myrick	Spratt
Jefferson	Nadler	Stark
Johnson (IL)	Napolitano	Stearns
Johnson, Sam	Neal (MA)	Stupak
Jones (NC)	Neugebauer	Sullivan
Jones (OH)	Nunes	Sutton
Jordan	Oberstar	Tanner
Kagen	Obey	Tauscher
Kanjorski	Olver	Taylor
Kaptur	Ortiz	Terry
Keller	Pallone	Thompson (CA)
Kennedy	Pascarell	Thompson (MS)
Kildee	Pastor	Thornberry
Kilpatrick	Paul	Tiahrt
Kind	Payne	Tiberi
King (IA)	Pearce	Tierney
King (NY)	Pence	Towns
Kingston	Perlmutter	Turner
Kirk	Peterson (MN)	Udall (CO)
Klein (FL)	Petri	Udall (NM)
Kline (MN)	Pickering	Upton
Knollenberg	Pitts	Van Hollen
Kucinich	Platts	Velázquez
Kuhl (NY)	Poe	Visclosky
LaHood	Pomeroy	Walberg
Lamborn	Porter	Walden (OR)
Lampson	Price (GA)	Walsh (NY)
Langevin	Price (NC)	Walz (MN)
Lantos	Pryce (OH)	Wamp
Larsen (WA)	Putnam	Wasserman
Larson (CT)	Radanovich	Schultz
Latham	Rahall	Waters
LaTourette	Ramstad	Watson
Lee	Rangel	Watt
Levin	Regula	Waxman
Lewis (CA)	Rehberg	Weiner
Lewis (KY)	Reichert	Welch (VT)
Linder	Renzi	Weldon (FL)
Lipinski	Reyes	Weller
LoBiondo	Reynolds	Westmoreland
Loeback	Richardson	Wexler
Lofgren, Zoe	Rodriguez	Whitfield
Lowe	Rogers (AL)	Wicker
Lucas	Rogers (KY)	Wilson (NM)
Lungren, Daniel	Rogers (MI)	Wilson (SC)
E.	Rohrabacher	Wolf
Lynch	Ros-Lehtinen	Woolsey
Mack	Roskam	Wu
Mahoney (FL)	Ross	Wynn
Maloney (NY)	Rothman	Yarmuth
Manzullo	Roybal-Allard	Young (FL)
Marchant	Royce	
Marshall	Ruppersberger	

NOT VOTING—10

Carson	Lewis (GA)	Wilson (OH)
Jindal	Markay	Young (AK)
Johnson (GA)	Peterson (PA)	
Johnson, E. B.	Tancredo	

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore (during the vote). Members are advised there are 2 minutes remaining on this vote.

□ 1548

Mr. SHAYS, Mr. HELLER of Nevada, Mr. SULLIVAN, Mrs. SCHMIDT, Mrs. CUBIN, and Mr. TERRY changed their vote from “nay” to “yea.”

So (two-thirds being in the affirmative) the rules were suspended and the concurrent resolution was agreed to.

The result of the vote was announced as above recorded.

A motion to reconsider was laid on the table.

GENERAL LEAVE

Mr. OBERSTAR. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks on the bill, H.R. 2095, and to include extraneous material in the RECORD pertinent thereto.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Minnesota?

There was no objection.

FEDERAL RAILROAD SAFETY
IMPROVEMENT ACT OF 2007

The SPEAKER pro tempore. Pursuant to House Resolution 724 and rule XVIII, the Chair declares the House in the Committee of the Whole House on the State of the Union for the consideration of the bill, H.R. 2095.

□ 1550

IN THE COMMITTEE OF THE WHOLE

Accordingly, the House resolved itself into the Committee of the Whole House on the State of the Union for the consideration of the bill (H.R. 2095) to amend title 49, United States Code, to prevent railroad fatalities, injuries, and hazardous materials releases, to authorize the Federal Railroad Safety Administration, and for other purposes, with Mr. POMEROY in the chair.

The Clerk read the title of the bill.

The CHAIRMAN. Pursuant to the rule, the bill is considered read the first time.

The gentleman from Minnesota (Mr. OBERSTAR) and the gentleman from Pennsylvania (Mr. SHUSTER) each will control 30 minutes.

The Chair recognizes the gentleman from Minnesota.

Mr. OBERSTAR. Mr. Chairman, I yield myself such time as I may consume.

Mr. Chairman and colleagues, we gather here for an historic moment in the history of transportation, particularly the history of rail transportation. And I'm glad there are so many Members still gathered on the floor to listen to an erudite conversation that we are going to have on both sides of the aisle about the history of rail safety.

Although our committee has had jurisdiction over the rail sector for the

past dozen years, this is the first time the committee has brought a rail safety authorization bill to the House floor. It is, in fact, only the second time in 100 years that the House will consider amendments, adjustments to the hours of service rule in the rail sector.

We bring to you an important bill that addresses long-neglected failings and shortcomings of safety in the rail sector that will make the railroad safer in the future; that will make jobs for workers in that sector safer in the future; that will make safer passage through towns through which railroads pass, often with toxic substances, toxic chemicals, frankly, the safest way to move those substances, but we are going to make it safer with this legislation.

I particularly want to thank the distinguished Chair of the Subcommittee on Railroads, the gentlewoman from Florida (Ms. CORRINE BROWN) for her persistent leadership, persistent efforts over the past years of service on the committee in support of rail safety; and the gentleman from Florida (Mr. MICA), ranking member of the full committee, participating in substantive discussions that resulted in compromises that we bring to the floor; and to the gentleman from Pennsylvania (Mr. SHUSTER), who has a large rail presence in his own district and, of course, in the State of Pennsylvania.

In each of the past five Congresses, I have introduced for consideration by the committee broad scope rail safety legislation and pledged that if it isn't considered in each of those Congresses, when the majority would turn and I would have the opportunity to lead the committee, that we would move such legislation. And today we deliver on that commitment.

The discussions that we had were inclusive. They were extensive. They were intensive. There were adjustments made on both sides with the result that, as the gentleman from Florida (Mr. LINCOLN DIAZ-BALART) said during consideration of the rule, this is a bipartisan bill.

The Federal Railroad Administration has reported that the total number of train accidents, collisions, derailments, and others increased from 2,504 in 1994 over the next decade to 3,325 in 2005. Thankfully, over the last year, that number decreased to 2,925. Those improvements in rail safety statistics are a good sign. But I know from more than 25 years of chairing subcommittees on safety issues that we have a long way to go. Serious accidents resulting in fatalities, injuries, and environmental damages continue to occur and will continue to occur. Equipment can fail, people make mistakes, storms happen that cause those accidents. But we have to do everything that is possible in our realm to make sure that those accidents are minimized.

Safety requires constant vigilance by workers on the job, by employers, by